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No. 15,958. 號八十五百九千五萬一第 日八念月四年元統宣 HONGKONG, TUESDAY, JUNE 15TH, 1909. 二拜禮 號五十月六年九零百九千一英港香 PRICE, \$3 PER MONTH.

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[a40-1]

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Hongkong, 29th April 1908. [a527]

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Hongkong, 1st April, 1909. [a549]

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Hongkong, 4th June, 1909. [a55]

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Hongkong, 19th May, 1909. [a53]

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Lv.—Changchun	5.15 p.m.	"	"
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Lv.—	2.30 a.m.	"	"
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Hongkong, 4th June, 1909. [a548]

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Hongkong, 24th July, 1905. [a551]

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[a43]

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Hongkong, 4th December, 1907. [a44]

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Hongkong, 5th October, 1908. [a43]

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[a523]

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Proprietress

Swatow, 1st April, 1909

[a52]



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Hongkong, 26th April, 1909.

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The Daily Press.

[HONGKONG, JUNE 15TH, 1909.]

We are much surprised to see in the *Peking Daily News*, an article on Plague in Hongkong suggesting that the disease prevails here as much as ever it did. The article is based on a dispatch from Canton which, however, does not, in our opinion, warrant the deduction our contemporary has drawn from it. The dispatch in question says:—"The plague season has come, but nothing much is heard of it here in Canton save occasional cases which are imported from Hongkong. As usual, when plague first makes its annual appearance in Hongkong, the people escape to Canton from the former place where the sanitary laws are so strict that they do not even allow persons to have the time to attend to their sick, whereas here in Canton the Fong Pin Shu has done more than the outside world knows towards curing plague stricken patients. Plague patients treated by Chinese methods in this hospital show a high percentage of recovery as shown by the returns." However that may be the statement does not justify the conclusion that plague is as bad in the Colony as ever it was, and much worse than in Canton and other cities of South China. Our contemporary may reply that it has not said as much. True the article does not say this in so many words but that is the idea which a reader with no other knowledge of the subject would derive from a perusal of the article. It says: "It is evident that the Sanitary authorities, who have been raising the hue and cry for years past are helpless, and that nothing substantial towards obtaining a better method of treatment of the disease has been dis-

covered." The prevalence of the disease is one thing and the method of treating it is another. It is very gratifying to be able to state as a matter of fact that there have been fewer cases of plague in the Colony of Hongkong this season than in any year since the first outbreak of plague in 1894, excepting only the years 1895 and 1897, when very few cases occurred in the Colony. To show the improvement this year we compile the following table:

Year	Total for the year	Total to end of June
1895	44	18
1896	1,204	1,125
1897	21	4
1898	1,820	1,297
1899	1,485	1,064
1900	1,087	766
1901	1,651	1,487
1902	572	382
1903	1,415	1,278
1904	510	376
1905	304	196
1906	893	843
1907	240	123
1908	1,037	?
1909	105 to June 14	

We are unable to complete the table as the Medical Reports for 1909 have not yet been published, but a study of the above table shows very plainly that after the month of June we may expect to see a substantial diminution in the prevalence of the disease in Hongkong. To date, only 105 cases have been reported this year, and if the monthly distribution of cases which has been shown in past years holds good this year, we shall not be wrong in anticipating that this year's total will be lower than any since 1897.

Our Peking contemporary is very severe on our Sanitary Board. "In the opinion of the majority of the Chinese people," it says, "the abolition of the Sanitary Board will help a great deal in stopping plague." But it, of course, offers no proof of this ridiculous assertion. Our contemporary, however, does say that:—"Sanitation has to be encouraged in all countries, but that its enforcement is the sole method for the prevention of plague is strongly doubted, which is evidenced by the sanitary condition in Canton and many cities in South China. In these places, plague has never played such havoc as it has done in Hongkong." If our contemporary were in a position to furnish any trustworthy statistics as to the prevalence of plague in Canton and other cities of the mainland we should be in a better position to form an opinion on the subject. All that the Hongkong authorities have been able to learn in this connection is that when plague is bad in Hongkong, it is equally prevalent in Canton, and vice versa. According to our contemporary's information the only cases of plague in Canton this year are cases imported from Hongkong, but last week our correspondent at Canton sent us a translation of a letter addressed by an individual to the Self-Government Society which drew attention to the prevalence of plague in Canton, and stated that "the number of people who have died through contracting the disease has been countless, and the epidemic is still spreading rapidly in every part of the city." If this statement is true, the theory is exploded that the prevalence of plague is not affected by the sanitary measures taken to combat it. It is noteworthy that by far the greater proportion of the cases reported in the Colony this year have been from districts beyond the limits of the city of Victoria, and we think it may with confidence be said that the comparative freedom of the city is due to the increased attention which is being paid to elementary rules of sanitation. How far the encouragement which has been given to the keeping of cats is contributing to diminish plague is an interesting question which it is very difficult to answer, but the smallness of the returns is presumptive evidence of the success of the experiment.

The English Mail of the 15th May was delivered in London on the 12th inst.

For stealing eight chairs from the Tai Ping Theatre a coolie was at the Magistracy yesterday sentenced to six weeks' imprisonment and six hours in the stocks.

Mr. J. S. Dobie, the Hongkong agent of the Chinese Engineering & Mining Co., Ltd., informs us that the total output of the Company's three mines for the week ending 29th May, 1909 amounted to 31,247.37 tons and the sales during period to 32,115.23 tons.

The return of visitors to the City Hall Library and Museum for the week ending the 13th June, 1909, shows that of non-Chinese there were 429 to the Library and 206 to the Museum, and of Chinese 256 to the former and 2,352 to the latter. The Library was, therefore, used by 685 persons and the Museum by 2,558.

Stanley Ling, whose address was given as Peak Hospital, reports to the police that early on Sunday morning while he was riding in a public chair he either lost or had stolen from him, a pocket book an open faced silver Waltham watch, and from his finger a gold ring value £1. There were also taken away another ring and a silver cigarette case, the total value being 29.

The plague return for the forty-eight hours ended at noon yesterday contained eight cases, bringing up the year's total to 105. Among the eight was a Portuguese living in Haiphong Road, Tsimshatsui. The case was fatal as also were four Chinese cases.

The many friends of Captain W. H. Lunt, of the C.M.S.N. Co., will be interested to learn that his youngest son has left for the United States to study for the Ministry. Mr. Lunt will study at Worcester College, a well known seat of learning in the Eastern states. This is believed to be the first time that a Shanghai born boy has gone home to study for holy orders. He has the best wishes of many friends for his future career.

The fiftieth anniversary of the opening of Yokohama as a treaty port will be celebrated on July 1. At a recent meeting of the committee in charge of the arrangements it was resolved:—To discharge fireworks day and night on the day of celebration. To provide procession-cars, and illuminate the streets. To unveil the late Naosuke's bronze statue. To hold base-ball matches, boat-races and other sports. To postpone various impending religious festivals to that day.

At the Magistracy yesterday Lau Fat Ting was extradited in sought by the Government of China on a charge of armed robbery was discharged. Previously Mr. Kemp discharged the man but he was re-arrested and brought before Mr. Kemp who yesterday again dismissed him. He was, however, arrested again on a similar charge. A. R. Reader Harris appeared for defendant on both occasions and entered the plea that he was a political offender and that he was wanted by the Chinese Government because he was a follower of Sun Yat Sen.

A daring attempt to rob a European on Saturday night was frustrated by the pluck of the intended victim. While Sergt. Lawrence was proceeding to barracks late on Saturday night by way of a path inside the military grounds he was attacked at a dark part of the road by two coolies who rushed at him and attempted to throw him. Fortunately they did not succeed and the sergeant tackling them caught one man and the other ran away. The man who was caught was placed before Mr. Kemp at the Magistracy yesterday, and being convicted was sentenced to six months' imprisonment.

A large audience of Chinese heard yesterday through interpretation, in the London Mission Church, Hollywood Road, an address from the Rev. F. B. Meyer. At its close messages of greeting from Chinese Christians in Hongkong were conveyed to the reverend gentlemen and further assurance of goodwill and sympathy with the objects of his journey to and service in Canton, Amoy, Kuling and other parts of China where he purposes to travel and to sojourn for longer or shorter periods as the representative of Churches and Christian institutions in the West.

The work of segregating the lepers in the Philippines is being done very thoroughly and rapidly all over the archipelago. The provinces of Mindoro, Masbate, Romblon, Capiz, Iloilo, Antique, Negros, Samar and Leyte have been gone over three or four times and it is believed that but few if any lepers remain therein. On some of the other islands a few have been located and will be picked up on the coming trip. This work of segregation has been going on since 1906. Up to that time the relief extended to lepers was more in the nature of aiding the individual leper: the larger project of exterminating the disease from the archipelago was never taken up to any extent.

The Japan Mail says:—"A long telegram sent by Mr. Chirrol to the Times on the 30th ultimo and published in that journal on the 2nd inst., is referred to by Japanese leading newspapers with much satisfaction. Mr. Chirrol was able to say that he found in Japan a spirit eminently friendly to England and conciliatory towards China. He was also able to say that Japan's attitude towards the Fukumen and Chientao problems, as well as towards other questions pending between herself and China, is just and moderate. The telegram combined with the leading article which appeared at the same time in the Times will certainly have powerful influence in swaying English opinion."—"It will be noted that the Mail which is in a position to know, says the telegram was sent by Mr. Chirrol, and not by the Tokyo correspondent of the Times."

A contemporary has revived the perennial complaint about noises, with especial reference to Sunday morning church bells, says the *Strait Times*. "Being human, we cannot deny that noises often annoy us, but being journalistic, and therefore somewhat super-human, we go on to say that we have little sympathy with the irritable protestants who usually do the complaining. Noises are very much like children, in the sense that it is only other people's noises we object to. The truth is that all men love noise, when they make it themselves. It is held out as a laudable ambition that each youthful seion should endeavour to 'make a noise in the world.' The European Salvation Army officer of the big drum would stop Chinese fire-crackers in cemeteries. The European gentleman who raucously yelled his self hoarse the night before, because someone he knew happened to be a jolly good fellow, will snarl at the Chinese hawker for rattling his rattle or tinkling his gong. Irascible objections to noises should always be met with the stone-throwing parable. Let him that is without noise among you, cast the first complaint."—"After all, much depends on the point of view."

## TELEGRAMS.

[Protected by the Telegraphic Message  
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["DAILY PRESS" EXCLUSIVE SERVICE.]

## PRINCE ITO RESIGNS.

Tokyo, June 14th.

To-day H.M. the Emperor formally relieved Prince Ito of the office of Resident General of Korea, and appointed Viscount Sone, the Deputy Resident General, to the vacant post. Prince Ito has been appointed President of the Privy Council.

## THE STRIKE AT HONOLULU.

Tokyo, June 14th.

The situation arising out of the strike of Japanese labourers in Hawaii is becoming more serious.

The police searched the offices of the Japanese newspaper, and the Strikers' Association and seized incriminating documents.

## JAPANESE WEAVERS AND THE EXHIBITION.

Tokyo, June 14th.

Yesterday the weavers conferred with the representatives of the Tokyo Chamber of Commerce.

The Chamber represented the seriousness of the impression that would be created in England by a refusal of the weavers to exhibit specimens of their work at the Anglo-Japanese Exhibition.

The weavers, however, stood firm and decided to acquaint the English with the reason of their refusal, feeling confident that it would enlist their sympathy.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

## BELGIAN ENTERPRISE IN CHINA.

London, June 14th.

King Leopold in a speech at Antwerp urged the Belgians to establish a Bank for financial houses in China to facilitate Chinese trade.

## JAPANESE STRIKE AT HONOLULU.

London, June 14th.

A telegram to New York from Honolulu states that 8,000 Japanese labourers have struck work.

The leaders have been arrested for inciting disorder.

Searches of the offices of the Japanese labour organisations and of the office of the newspaper "Jiji" have revealed that a conspiracy was forming to wrest the control of the affairs of the island from the whites.

LATER.

The Japanese at Honolulu have all been released on bail.

## JAPANESE ROYALTY IN PARIS.

London, June 14th.

Prince and Princess Nashimoto, of Japan, have proceeded to Paris.

Prince and Princess Kuni are already there and have just been received by President Fallieres.

## RUSSIAN NAVAL DISASTERS.

London, June 14th.

The "Kambala," which was sunk in the Black Sea on Sunday, was a Russian submarine, she collided with an ironclad, which was attacking in the naval manoeuvres.

A torpedo boat destroyer was burned at Sebastopol as the result of the ignition of some naphtha. The crew were saved.

A message from Honolulu states that officers of the United States army transport *Dix*, who have been experimenting with Philippine coal on that vessel, report that the coal from the islands has excellent steaming qualities and has proved very satisfactory on the *Dix*.

A message from Boston, dated May 14, states that officials of the Pacific Mail Steamship Company denied that any plan was under consideration for the abandonment of its Oriental service, but admitted that no profits were being derived from the service and added that, if there was not a change within a year or so, it might be deemed advisable to cease running freight vessels between those points. It was also stated that the company's line operating along the Pacific coast from San Francisco to Panama was doing a very poor business.

According to the *Tokyo Asahi*, translated by the *Japan Gazette*, the British steamer *Inverclyde* while leaving Yokohama for Yokkaichi about 3 p.m. on the 31st ultimo, collided with the T.K.K. steamer *Tenyo-maru*, striking her on the starboard side. Five plates of the Japanese vessel were slightly bent near the third hatch. Captain Lee, of the *Inverclyde*, immediately paid a visit to the *Tenyo* while the Harbour Office sent an official. The *Tenyo-maru* was, however, allowed by a Lloyd's surveyor to resume her voyage, leaving Yokohama for Hongkong at 10 p.m. on the 1st instant.

The two magnificent turbine steamers *Heliopolis* and *Cairo*, built by the Fairfield Shipbuilding Co. for £650,000 for an ultra-luxurious express passenger service, much advertised at the time, between Marseilles and Egypt, were put up to auction at the Baltic Exchange saleroom, on behalf of the builders. The vessels were built only last year. The upset price for each steamer was only £150,000. There was a large and interested crowd of shipping people at the sale, but they were not interested enough to bid—possibly of the difficulty of finding remunerative work for such unusually fine vessels. The steamers are of nearly 11,000 tons gross, and fitted with triple-screw Parsons' turbines, and on their trial trips made nearly 21 knots. They have accommodation for 709 first and 251 second class passengers.

In the Osaka Marine Court on Wednesday, the 2nd instant, an inquiry was held to investigate into the circumstances surrounding the stranding of the C.P.R. steamer *Empress of China* in the Inland Sea, while on her way from Nagasaki to Kobe on February 19th last. Captain J. B. Stevenson, the pilot, was examined at great length. In the course of his evidence the Pilot made the following important statement:—

"On the last trip up the Inland Sea, on the *Empress of China*, May 14th, Captain Archibald came on the bridge shortly after 9 a.m. The ship was then off Kominase Shima, and after saying 'Good-morning' to me, he called the 2nd and 3rd officers over from the port side of the bridge, to where Captain Archibald and I were standing, on the starboard side, and then in front of us three said: 'I know how our accident happened. There may have been a little set, but it was due to bad steering.' The Captain then continued to caution both officers about watching the steering. And it is rather remarkable that when the *Empress of China* arrived at Vancouver after her grounding, both the 4th officer, Johnson, and the Quartermaster, Thompson, who were responsible for the steering and course that morning from 4 to 6 a.m., were dismissed."

Asked whether he knew for what reason these men were discharged, witness said he understood Thompson was discharged because he was a bad helmsman.

The Court asked why witness did not see that the quartermaster carried out his instructions properly. Witness replied that it was impossible for one man to attend to all these matters on a foggy night, with the steamer travelling at the rate of fifteen knots an hour.

Mr D. W. Craddock, General Traffic Agent of the C. P. R. Royal Mail Steamship Line, informed us yesterday that he was in receipt of a cable from Yokohama advising that a wireless message has been received from the *Empress of China* to the effect that she will reach Yokohama at 7 a.m. on the 16th inst. The ship left Vancouver one day late, and as the 16th is her correct date of arrival at Yokohama, she has made up one day on the voyage. To secure information of this kind, proves the usefulness of the wireless system.

## LATEST STEAMER MOVEMENTS.

The M.M. str. *Armand Belte* with the French Mail of the 23rd ult., and mails from London of the 22nd ult., left Singapore on Monday the 14th inst. at 4 p.m., and may be expected here on Monday morning the 21st inst., and will leave for Shanghai and Japan on the same afternoon.

The C.N. Co.'s str. *Linan* left Shanghai on the 13th inst., and is due here on the 16th inst.

The Silk ex per C.P.R. str. *Monteagle* arrived New York on Friday the 11th inst.

The C.P.R. str. *Empress of India* arrived Vancouver on Saturday the 12th inst.

The I.G.M. str. *Manila* which left here on Friday the 21st ult., arrived at Sydney on the 13th inst. morning.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamoise, Lait Chamoise and Special Skin Tonic and Poudre Chamoise will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

## NEW HOMEWARD PASSENGER SERVICE.

There are many routes to Europe but most people evince a preference for—other things being equal—the cheapest. That being so, a new service which offers adequate accommodation and reasonable speed, may well attract attention. The Shire Line, whose steamers are well known in Hongkong, are about to inaugurate a passenger service between England and the East, the great recommendation of which, is that it is cheaper than most of the others. The *Segura* has been taken from the West Indian trade and placed on the new China and Japan run. It is a steamer of about 5,000 tons and carries 50 first class passengers—no other classes being entered for—but the great consideration is that the passage from here to England only costs £25. When it is added that the cabins are roomy and comfortable, that the saloon and other general rooms are well appointed, and that the journey can be covered in 38 or 40 days, it will be seen that the service has advantages which should appeal to the home-going public.

Yesterday a party of visitors were shown over the *Segura*, which takes its name from a river in Spain, and they found the conditions all that were desired. Captain Hayes is a genial skipper, who should inspire confidence in those under his care, and the other officials showed themselves no less agreeable. A former P. and O. acting purser, Mr. W. S. Tyler, is the steward in charge. The local agents are Messrs. Jardine Matheson & Co.

## THE BANDMANN OPERA COMPANY.

At the Theatre Royal last night the Bandmann Opera Company staged "The Merry Widow," an attractive musical comedy, and there can be no doubt that the little maids did full justice to the piece. This fact was made apparent by the hearty applause which continued throughout the performance, the popular waltzes and the excellent solos being greatly appreciated. Miss Florence Beech as Sonia, the Merry Widow, was a delightful hostess, while Mr. Fred Coyne as Prince Danilo (Secretary of Legation) fulfilled a different part with considerable ability. The principals were ably supported by the remainder of the Company, and thus it came to pass that a popular comedy was done full justice to, and earned fresh laurels for Bandmann's Merry Maids.

## TO-NIGHT'S FAREWELL PERFORMANCE.

Owing to the steamship arrangements probably necessitating the departure of the Bandmann Merry Little Maids Opera Co. on Wednesday morning, Mr. Smith, the manager has decided to play "The Waltz Dream" on Tuesday night in place of the "Princess of Pilsen," and we are asked to state that the tickets issued for to-night are valid and money will be returned from the booking office, but, in the event of the "Princess of Pilsen" being played to-morrow night, the said tickets will hold good.

## A QUESTION OF NATIONALITY.

## STRUCK OFF AMERICAN REGISTER.

Lucas Castro was brought before the U.S. Consular Court at Shanghai last week charged with creating a disturbance.

The accused was examined at some length by Mr. A. Bassett, District Attorney, as to how he had acquired American citizenship. During the examination it developed that Castro had been born in Hongkong and that his father had been a native of the island of Guam but had left Guam many years ago and had taken up his residence in China and died in China without ever having returned to Guam. Castro himself had never been in American territory, and his sole claim to American citizenship was the result of the Spanish-American War, when the United States acquired jurisdiction over Guam. Castro has several brothers older and younger than himself, all of whom, he stated, were registered as Spanish subjects. As a result of the examination the District Attorney concluded that Castro had been improperly registered at the American Consulate General as an American citizen or as a person entitled to American protection, which matter was reported to the Hon. Amos P. Wilder, American Consul General, who ordered that Castro's registration in the American Register be cancelled, which was done. The police charge sheet was then marked as follows:—"Upon investigation it was found that Lucas Castro is not an American citizen, that the statements made by him on October 24th, 1905 in connection with his registration at that time were false and misleading, and his registration at that time was wrongfully obtained. His registration at this Consulate General is cancelled."

## OPIUM EXPORTS FROM INDIA.

Dr. Rutherford (Middlesex, Brentford Min.) in the House of Commons last month, asked the Under-Secretary for India what were the opium exports from India in 1905, 1906, 1907, 1908, and 1909, respectively; and what steps the Government were taking to carry out their declared policy with the Government of China.

Mr. Hobhouse (Bristol, E. Min.)—The figures are:—1905, 63,053 chests; 1906, 63,617 chests; 1907, 63,415 chests; 1908, 62,408 chests. In 1909 the export will be limited to 56,800 chests. In accordance with the arrangement made with China the export of opium from India is being reduced by 5,100 chests per annum. This is with effect from 1908, the average export for the five years ended 1905 being taken, as suggested by the Chinese Government, as the basis of the calculation.

## THE GROWING PORT OF DALNY.

The *Manchu Nichiichi* says:—"The Imperial Chinese Maritime Customs revenue for the port of Dairen (Dalny) never exceeded Tls. 100,000 a year till last year. Since the beginning of this year, however, the receipts have averaged over Tls. 100,000 a month and have already totalled more than Tls. 500,000. About Tls. 150,000 more is expected from the goods now awaiting shipment on the Wharves. Allowing a span of 4-4 months from June to September, the return of the new boom season in October is expected to swell this year's revenue by a considerable addition, which all put together will push this young port forward at a bound to take a place among its seniors in China. Something wonderful may be reckoned on in the development of the port in the course of a few years."







## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements of a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press Cables: A.B.C. 5th Ed. Libber's.

P.O. Box 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE.

THE Undersigned are instructed to reinvest \$150,000 on Local Mortgages: Full Particulars of Securities offered should be submitted to—

DENNIS & BOWLEY,  
Solicitors.  
Supreme Court House,  
Hongkong, 15th June, 1909. [854]

NORDDEUTSCHER LLOYD, BREMEN,  
IMPERIAL GERMAN MAIL LINE.

## FOR EUROPE.

THE I.G.M. Steamship,  
"LUETZOW,"  
Capt. C. Dowers, will leave on FRIDAY, the 18th inst., at 10 a.m.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.  
Hongkong, 15th June, 1909. [5]

AMERICAN AND MANCHURIAN LINE.

## NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"MATOPPO,"

Captain Dorman, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 21st inst., at 3 p.m. All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to sale.

No Fire Insurance has been effected.

In consequence of the steamer having grounded in the Suoi Canal Consignees must sign a General Average Bond before bills of Lading can be counter-signed by

SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 14th June, 1909. [852]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.  
Hongkong 1st April, 1908. [48]

## DON'T DELAY CALLING!

JUST UNPACKED A NEW STOCK of the Latest FASHIONABLE GOODS

Comprising:

Latest Style VEILING, by Yard and Piece.

Assorted Colours Plain, Dotted and Chiffon.

NECK FEELINGS.

LADIES' FINEST PURE LINEN AND COTTON.

Latest Design PRESENTATION HAND-KECHIEFS, PLAIN, OPENWORK and EMBROIDERED.

HONGKONG & Co.,  
14, Queen's Road, Central.  
Hongkong, 7th June, 1909. [41]

## GRAVE &amp; CO.

(Established 1896.)  
No. 27 Des Voeux Road.

Dealers in

POSTAGE STAMPS

AND

VIEW POST CARDS.

Just Received a Selection of

SEN'S ILLUSTRATED

POSTAGE STAMP ALBUMS

of Latest Edition, from \$1.75 to \$16 Each.

SUGAR CORN FRIDA.

Inspection Invited. [548]

## AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. [47]

## NEW CARTRIDGES.

BY popular English Manufacturers. In

all Bore and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to 588G, at \$6.47 and

\$7.50 per 100. SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 25th October, 1906. [623]

## DR. M. H. CHAUN.

THE latest Method of the AMERICAN

SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. [415]

## SIEN TING

SURGEON DENTIST.

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [504]

## INTIMATIONS

IN THE SUPREME COURT OF HONGKONG.

## IN BANKRUPTCY.

Action No. 27 of 1909.

Re TSANG KING of No. 1, Praya Kennedy Town, Victoria, Hongkong, Contractor.

NOTICE IS HEREBY GIVEN that an application has been made to the Court by the above-named Debtor TSANG KING to rescind the Receiving Order dated the 12th day of November, 1908, made against him in the above matter on the ground that he said TSANG KING has entered into an arrangement with his creditors and the Court has ordered that notice of such application shall be advertised and that any creditor who is not at this date a party to such arrangement and who has any objection to the said Receiving Order being rescinded shall furnish particulars of his objection to the Official Receiver within 15 days from this Date after which Date if no objections are received the said Receiving Order will be rescinded without further notice.

Dated the 19th day of June, 1909.

G. H. WAKEMAN,  
Official Receiver.

[845]

## IN THE MATTER OF THE ESTATE OF

CARRIE ALVIRA WALTERS

MEGIN, otherwise MABEL SHER-

MAN, otherwise EMILY LOUISE

HALL, late of No. 12 Wyndham

Street, Victoria in the Colony of

Hongkong, the wife of HORACE

JOHN MEGIN, of the United States

Ship "SAMAR" Hospital Steward,

deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of the Probate Ordinance, 1897, made an Order limiting to the 31st day of October, 1909, for sending in Claims against the above estate.

All Creditors and other persons having any Claims against the said estate are hereby required to send their Claims to the undersigned on or before the said Date.

Dated this 17th day of May, 1909.

OTTO KONG SING,

Solicitor for the Official Administrator,

No. 12, Queen's Road, Central,  
Hongkong.

[746]

## FOR SALE

## FOR SALE.

## ELECTRIC PLANT

Consisting of—

TWO 125 Kilowatt STEAM AL-

TERNATOR SETS; Output, 60 Amperes

at 2100 Volts. The Set comprises Vertical

Compound Medium speed Engines, 205 revolu-

tions per minute, by Messrs. ROBE & Co.,

direct coupled to Alternators by Messrs.

JOHNSON and PHILLIPS, complete with

Exciters, &c.

ALSO

ONE HORIZONTAL COMPOUND JET

CONDENSING STEAM ENGINE, 100

Horse power by Messrs. BROWNE and LINDLEY.

For further particulars apply

HONGKONG ELECTRIC CO., Ltd.,

54 George Buildings.

Hongkong, 23rd April, 1909. [649]

## THE

## DAIRY FARM CO., LTD.

## OUR SPECIALITIES.

"HONEYBUCKLE" HAM - 60 CTS.

"HONEYBUCKLE" BACON - 60 "

"HONEYBUCKLE" BUTTER - \$1.

[563]

## DAVID COSSAR &amp; SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPULING

ARNHOLD, KARBURG & CO.

Sole Agents.

[674]

## SINGON &amp; CO.

IRON, STEEL, METAL and HARD-

WARE MERCHANTS. Wholesale

and Retail Ironmongers Pig Iron and

Foundry Coke Importers. General Store-

keepers and Shipchangers. Nos. 35 & 37, HING

LOONG STREET, (2nd Street, west of Central

Market) Telephone No. 515. [583]

## A LING &amp; CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS

STORE.

Photographic Goods of every Description

in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

## A TACK &amp; CO.

FURNITURE and PHOTO GOODS STORE,

26, Des Voeux Road, CENTRAL.

DEALERS IN

LADIES' & GENTS' BOOTS & SHOES,

UMBRELLAS, &c., &c.

Cameras fitted with

"Zeiss," "Goerz," "Ross" & "Aldis"

Lenses.

DEVELOPING and PRINTING

A SPECIALITY.

Hongkong, 24th April, 1909. [37]

## NOTICES OF FIRMS

KING EDWARD HOTEL,

DORABJEE AND COMPANY.

NOTICE IS HEREBY GIVEN that the

Partnership which has for some time

past been carried on by DHUNJEEBHAY

DORABJEE NOWROJEE and ISMAIL

PILLAY MADAR as HOTEL PROPRI-

ETORS in and upon portions of Royal Buildings

under the Sign of THE KING EDWARD HOTEL

and under the partnership name of DORABJEE

AND COMPANY was this day dissolved by

mutual consent.

The said DHUNJEEBHAY DORABJEE

NOWROJEE will continue to carry on the

said business as heretofore under the above Sign

and name and will be responsible for all the

debts and liabilities of the partnership and he is

authorised to collect all outstanding accounts

due to the partnership.

AS WITNESS our hands this Twelfth day

of June, One thousand nine hundred and nine.

D. D. NOWROJEE,

I. P. MADAR.

WITNESS to the Signature

of DHUNJEEBHAY DORABJEE

NOWROJEE and ISMAIL PILLAY

MADAR.

H. J. GEDGE,  
Solicitor,  
Victoria, Hongkong.

[850]

## THE HONGKONG BAKERY,

DORABJEE AND SON.

NOTICE IS HEREBY GIVEN that the

Partnership which has for some time

past been carried on by DHUNJEEBHAY

DORABJEE NOWROJEE and ISMAIL

PILLAY MADAR as BAKERS in and upon

the premises known as THE HONGKONG BAKERY

under the style of DORABJEE AND SON

was this day dissolved by mutual consent.

The said DHUNJEEBHAY DORABJEE

NOWROJEE will continue to carry on the

said business as heretofore under the above Sign

and name and will be responsible for all the

debts and liabilities of the partnership and he is

authorised to collect all outstanding accounts

due to the partnership.

AS WITNESS our hands this Twelfth day

of June, One thousand nine hundred and nine.

D. D. NOWROJEE,

I. P. MADAR.

WITNESS to the Signature

of DHUNJEEBHAY DORABJEE

NOWROJEE and ISMAIL PILLAY

MADAR.

H. J. GEDGE,  
Solicitor,  
Victoria, Hongkong.

[849]

## WANTED

## WANTED.

PORTUGUESE CLERK for Canton.

Good Handwriting and Knowledge of

General Office Work required.

Apply to—

Care of "Daily Press" Office.

Hongkong, 12th June, 1909. [847]

## WANTED.

HOUSE on the UPPER LEVEL, must

be detached, with at least 7 or 8 Rooms,

and Servant Quarters. Unfurnished.

Apply to—

Care of THE Yokohama Specie Bank, Ltd.

Hongkong, 25th May, 1909. [795]

## TO LET

## TO LET.

NO. 6, OBSERVATORY VILLAS,

Kowloon. Five-Roomed House; Electric

Lights and Tennis Court.

"BRANEE BUNGALOW," Kowloon. A

Small Garden attached. Moderate Rental.

Apply to—

ARRATON V. APCAR & Co.,

14, Des Voeux Road.

Hongkong, 3rd March, 1909. [399]

## TO LET.

GODOWN, No. 9, Duddell Street.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 4th June, 1909. [817]

## STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT

No. 255 at NORTH POINT, Suitable

for above Purpose. EXTENSIVE WATER

FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36



## INSURANCE

NORTH BRITISH AND MERCHANT  
TILE INSURANCE COMPANY.TOTAL FUNDS AT 31st DECEMBER, 1907  
£18,114,624.

Authorized Capital ..... £3,000,000  
 Subscribed Capital ..... 2,750,000  
 Paid-up Capital ..... 687,500 0 0  
 II. Fire Funds ..... 3,065,574 15 7

The Underwritten, AGENTS for the above  
 Company, are prepared to ACCEPT RISKS  
 against FIRE at Current Rates.  
 SHEWAN, TOMES & CO.,  
 Agents.  
 Hongkong, 21st July, 1908. [1019-]

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK."  
 A.I. A.B.C. and Engineering Code Used  
 NEW DOCK NOW OPEN.  
 DOCK NO. 3.

Extreme Length ..... 722 feet  
 Length on Blocks ..... 714  
 Width of Entrance on Top ..... 66  
 Width of Entrance on Bottom ..... 88  
 Water on Blocks at Spring Tide ..... 34  
 DOCK NO. 1.

Extreme Length ..... 523 feet  
 Length on Blocks ..... 513  
 Width of Entrance on Top ..... 88  
 Width of Entrance on Bottom ..... 77  
 Water on Blocks at Spring Tide ..... 62  
 DOCK NO. 2.

Extreme Length ..... 371 feet  
 Length on Blocks ..... 350  
 Width of Entrance on Top ..... 66  
 Width of Entrance on Bottom ..... 53  
 Water on Blocks at Spring Tide ..... 22  
 DOCK NO. 4.

Suitable for vessels up to 1,000.  
 LATEST PLANTS AND APPLI-  
 ANCES to undertake BUILDING or  
 REPAIRING SHIPS, ENGINES, AND  
 BOILERS; and also ELECTRICAL  
 WORK.

A LARGE STOCK OF MATERIALS is  
 always kept on hand.  
 THE COMPANY has the powerful steamer  
 "OURA-MARU" (712 tons, 100 IHP)  
 specially built for SALVAGE PURPOSES  
 equipped with necessary gear, always ready  
 Short Notice. [805]

**SANTAL MIDY**  
 These tiny  
 Capsules—  
 superior  
 to Copal,  
 Cubeb,  
 and  
 Infusions—  
 cure  
 the same diseases as these drugs  
 in forty-eight hours without  
 inconvenience.  
 Stock Capsule bears the name MIDY.

**GRINAULT'S SYRUP**  
 OF HYPO-PHOSPHITE OF LIME.  
 Prescribed in France for the last  
 30 years. It retains its reputation for  
 Consumption, Catarrhs, Cancers,  
 Croup, Diphtheria, and other  
 Lung, and Bronchial Throat.

## Cutler, Palmer &amp; Co.'s

**SPECIAL BLEND WHISKY.**



**Cutler, Palmer & Co., London.**  
 AGENTS  
**SIEMSEN & CO.,**  
 HONGKONG.

ON SALE.  
**THE FIFTY YEARS**  
**ANGLO-CHINESE CALENDAR**  
 日曆英中 年十五  
 FROM 1st JANUARY, 1864 TO 31st DECEMBER  
 1913, BEING FROM THE 1st YEAR OF THE  
 70th CYCLE TO THE 60th YEAR OF THE  
 70th CYCLE.  
 PRICE \$2 CASH.  
 On Sale at the "HONGKONG DAILY PRESS"  
 Office, or Agents in all the Ports of the  
 Far East.  
 The Book will be sent by Registered Post  
 (free) to any part of the World, unrepresented  
 by Agents on receipt of Money Order.

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND  
STRAITS.

## THE P. &amp; O. S. N. Co.'s Steamer

## "DEVANHA"

Consignees of Cargo by the above-named  
 vessel are hereby informed that their goods are  
 being landed and placed at their risk in the  
 Hongkong and Kowloon Wharf and Godown  
 Company's Godowns at Kowloon where each  
 Consignment will be sorted out Mark by Mark  
 and delivery can be obtained as soon as the  
 Goods are landed.

This vessel brings on Cargo—  
 From London, &c., ex s.s. "Macedonia."  
 From Australia ex s.s. "India."  
 From Calcutta, ex s.s. "Nile."  
 From Persian Gulf, ex B. I. S. N. and  
 B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
 instructions are given to the contrary within  
 6 hours.  
 Goods not cleared by the 15th inst., at 4 P.M.,  
 will be subject to rent.  
 No Fire Insurance will be effected by me in  
 any case whatever.

Damaged packages must be left in the  
 Godowns for examination by the Consignees  
 and the Company's representative at an  
 appointed hour. All Claims must be presented  
 within ten days of the steamer's arrival here  
 after which date they cannot be recognised.  
 No Claims will be admitted after the Goods  
 have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 9th June, 1909. [1]

## "BEN LINE OF STEAMERS."

## NOTICE TO CONSIGNEES.

FROM LEITH, ANTWERP, MIDDLES-  
BRO AND LONDON.

CONSIGNEES of Cargo are hereby in-  
 formed that all Goods are being landed at  
 their risk into the hazardous and/or extra  
 hazardous Godowns of the Hongkong and  
 Kowloon Wharf and Godown Company, Ltd.,  
 whence and/or from the wharves delivery may  
 be obtained.

No Claims will be admitted after the Goods  
 have left the Godowns, and all Goods remaining  
 undelivered after the 15th June, will be subject  
 to rent.

All Claims against the Steamer must be pre-  
 sented to the Underwriter on or before the  
 22nd June, or they will not be recognised.  
 All broken, chafed, and damaged Goods are  
 to be left in the Godowns, where they will be  
 examined on the 15th June, at 11 A.M.

No Fire Insurance has been effected.  
 Bills of Lading will be countersigned by  
 GIBB, LIVINGSTON & Co.,  
 Agents.  
 Hongkong, 8th June, 1909. [828]

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP,  
LONDON AND STRAITS.

THE Steamship  
 "GLENESK,"  
 having arrived from the above Ports, Consignees  
 of Cargo by her are hereby informed that their  
 Goods are being landed AT THEIR RISK into the  
 Godowns of the Hongkong and Kowloon Wharf  
 and Godown Co., Limited, at Kowloon, where  
 each consignment will be sorted out mark by  
 mark, and delivery can be obtained as soon as  
 the Goods are landed.

Goods not cleared by the 16th inst., will be  
 subject to rent.  
 No Fire Insurance will be effected.  
 All damaged packages must be left in the  
 Godowns, where they will be examined on the  
 16th inst., at 11 A.M.

No claims will be recognised if not presented  
 within 14 days of the ship's arrival.  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 9th June, 1909. [830]

## FROM EUROPE.

## THE H.A.L. Steamship

## "BRASILIA"

Captain Jäger, having arrived Consignees  
 of Cargo are hereby requested to send in their  
 Bills of Lading for countersignature by the  
 Underwriter and to take immediate delivery of  
 their Goods from alongside.

Optional Cargo will be forwarded unless  
 notice to the contrary be given before To-day.  
 Any Cargo landing here discharge will be  
 landed at Consignees' risk into the hazardous  
 and/or extra hazardous Godowns of the Hong-  
 kong and Kowloon Wharf and Godown Co., Ltd.,  
 and stored at Consignees' risk and expense.

All Claims must be presented within ten days  
 of the steamer's arrival here, after which date  
 they cannot be recognised.

No Claims will be admitted after the Goods  
 have left the Godowns, and all Goods remaining  
 undelivered after the 17th inst., will be subject  
 to rent.

All broken, chafed, and damaged Goods are  
 to be left in the Godowns, where they will be  
 examined on the 16th inst., at 3 P.M.

No Fire Insurance has been effected.  
 HAMBURG-AMERIKA LINIE,  
 Hongkong Office.  
 Hongkong, 10th June, 1909. [840]

## EAST ASIATIC COMPANY, LTD.

## COPENHAGEN.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "SIAM"

having arrived, Consignees of Cargo are hereby  
 informed that their Goods, with the exception  
 of Opium, Treasure and Valuables, are being  
 landed and stored at their risk into the hazar-  
 dous and/or extra hazardous Godowns of the  
 Hongkong and Kowloon Wharf and Godown  
 Company, Limited, Kowloon, and West Point  
 Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods  
 have left the Godowns, and all goods remaining  
 undelivered after the 18th inst., will be subject  
 to rent.

All broken, chafed, and damaged Goods are  
 to be left in the Godowns, where they will be  
 examined on 18th inst., at 9.30 A.M.

All claims must reach us before the 22nd inst.,  
 or they will not be recognised.  
 No Fire Insurance will be effected.  
 Bills of Lading will be countersigned by the  
 undersigned.

MELCHERS & Co.,  
Agents.

Hongkong, 11th June, 1909. [6]

## BRITISH TYPES IN CHINA.

It has always been my idea when in China  
 to get away from the great seaport towns like  
 Hongkong and Shanghai and note how the  
 Briton conducts himself in what is termed "real  
 China," where steam and electricity have not  
 as yet made life civilised. But "civilisation" is  
 to be found right in the heart of China. For  
 instance I bought Crosbie and Blackwell's pickles  
 and Captain Navy Cat at Chungking 1,500  
 miles up the great Yangtze from Shanghai.  
 At Chungking you will also find the British  
 Consul, training his polo ponies to beat the  
 German Naval officers, the forces meeting on  
 a sand-spit of the Yangtze to fight it out.  
 True there are no motorcars after Hankow and  
 only one at the latter city, but Hankow has  
 rikshas and telephones and food stengahs.  
 Having lived for thirty days in a sampan of  
 large size on the Yangtze and traversed 1,000  
 miles of the great river I had plenty of time to  
 study mankind. To most anyone who spoke En-  
 glish, gave you a tiffin, or a good cigar, was a  
 treat beyond words. The fare was easy and the  
 food was good. The Yangtze is a river of  
 rice for breakfast, tiffin and dinner and night-  
 rice for chickens they were, still it was a case  
 of eat or starve and I chose the latter. The  
 most palatial steamers run between Shanghai  
 and Ichang a distance of 1,000 miles;  
 then you said good by to all luxury. "From  
 a palace to a prison" is not much of an  
 exaggeration. The sampan was leaky,  
 draughty and overran with rats. There were  
 signs of a crew who slept, and smoked on the  
 roof occasionally, not having taken my  
 clothes off at night, in account of the perishing  
 cold, and the eternal smell of fried cabbage in  
 my nostrils, the five o'clock tea I had with the  
 Rev. Mr. Platt and his wife who are doing  
 missionary work at Kwei-fu. The China Inland  
 Mission makes it a rule that their preachers and  
 teachers must live right in the heart of the  
 Chinese quarter, so it can be imagined how  
 repellant this is to people of refined tastes.  
 The Platts and Miss Clarke were seated at five  
 o'clock tea dressed in Chinese costume with two  
 fine little sons who handled the cake and con-  
 fect and cake was magnificent. Mr. Platt was  
 once in a merchant's office in Melbourne and  
 gave up an income of £300 a year to go to China  
 where he lives on half that amount. Mrs. Platt  
 smiled broadly when I said, "I suppose you  
 won't stay at this life long out of from all that  
 makes life worth living, you cannot really like  
 Kwei-fu."

"Oh why do you say that. Perhaps in ten  
 years time we may take a holiday. Our work is  
 so absorbing that of our own volition."  
 Miss Clarke is quite a bright faced pretty  
 English girl and walks through the lanes and  
 byways of Kwei-fu in her Chinese costume mak-  
 ing converts. I met her in one of these rambles  
 and put my hand to take her.  
 "Please don't. I must shake hands, the  
 Chinese would be horrified," so I shook hands  
 with myself.

"Poor girl," I thought, literally buried alive  
 at Kwei-fu in the cause of Christianity.  
 The Belgian and French orders never leave  
 China. When once they come out they remain  
 and only permanent incapacity is sufficient  
 excuse to allow them to return to Europe. The  
 photograph I have of one of the missionaries  
 at Ichang who lies in his coffin with both arms  
 out, both feet, and his head bashed in, tells  
 its own story of what a missionary may incur.  
 This poor padre was done to death by an in-  
 furiated father whose son, it was said, had been  
 whipped by the priest. Once a Chinaman's  
 blood is up he is a head incarnate.

At 6 P.M. I was almost on the Yangtze you  
 meet missionaries of various orders. Though  
 the life is hard and monotonous they are not  
 in any way deprived of luxury. The China  
 Inland Mission is exceptionally good in this  
 respect, not forgetting of course, the C. I. M.,  
 is a very rich concern.

The type of Consul one meets in the interior  
 of China doesn't complain of over work. He is  
 a rule, is surrounded with home comforts. Good  
 wine, cigars, lawn tennis and fox terriers give  
 that touch to an Englishman's home that we all  
 desire. He wears and of course, wishes  
 himself back in Piccadilly. At Ichang, the  
 British Consulate with Mr. Little, at Ichang, I  
 could have imagined myself in London so far as  
 comfort is concerned and in many respects a  
 great deal more luxury. At the Ichang Club,  
 in a room for reading and one for billiards, the  
 whole British colony assembles. The shipping  
 boss and clerk are having stengahs, the customs  
 officials are having 100 up, the doctor, the consul  
 and all the rest are doing in this remote city of  
 China just as they would in any civilised city.

Yet look out of the door. Think if a Chinese  
 criminal not far off with his chin at an angle of  
 45 degrees protruding from the top of a cage  
 and he can't lower it. There is another in the  
 stocks. There is a naked beggar lying in the  
 midst of frightful filth and squalor. Yes, you  
 are in China and the picture within is in  
 strange contrast to the comfortable British Club  
 within. Truly the Englishman is the embodi-  
 ment of apathy. It is said that two Englishmen  
 meeting each other on the ruins of Mesinas the  
 morning after the "quake noted nonchalantly  
 and one said "I wonder, old chap, if we can get  
 a drink anywhere." At Chungking exquisites  
 take place frequently just behind the Imperial  
 Post Office, the populace gathering as at a  
 matinee. China is still China, but I bar look-  
 ing at executions.—H. M. M. in the Singapore  
 Free Press.

## WEATHER REPORT

The Hongkong Observatory yesterday issued  
 the following report:—  
 On the 14th at 11.55 a.m.—The barometer  
 has fallen quickly in Japan, and risen con-  
 siderably along the Yangtze and over the N.E.  
 coasts of China.

The depression lying near the mouth of the  
 Yangtze yesterday, has moved quickly towards  
 E.N.E. and is now situated over the S.E. part  
 of the Sea of Japan.

Pressure remains high over the China Sea  
 and the Pacific towards the Bonins. It is  
 highest to the Eastward of the latter area.

Moderate S.W. and variable winds may be  
 expected in the Formosa Channel and moderate  
 S.W. monsoon over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending  
 at 10 a.m. To-day, 0.02 inches.

The forecast for the 24 hours ending at noon  
 to-day is as follows:—  
 S. and S.W. winds, moderate;  
 fair, S.W. & vari-  
 able winds, moder-  
 ate.

South coast of China between Same as No. 1.  
 Hongkong and Lamook. S. winds,  
 South coast of China between S. winds,  
 Hongkong and Hainan... moderate.

## MARVELLOUS MEMORIES.

## SOME STRIKING EXAMPLES.

The art of remembering is to-day a lost one.  
 Books that the modern man cherishes he can  
 easily possess, and facts that he wishes to preserve  
 for future use he finds in books of reference or  
 in his own card catalogues. Only in China and  
 among the devotees of esoteric religions is memory  
 above par. Every Chinese scholar worthy of the  
 name for two thousand years at least has, says  
 Dunsen Myers, writing in the New York  
 Tribune, known the Five Books of Confucius so  
 nearly by rote that if every copy was destroyed  
 a thousand could be taken immediately from  
 memory, and the differences in text would be  
 negligible.

The Five Books are printed in many volumes,  
 and with the commentaries of Mencius make a  
 library in themselves; yet so well are they  
 actually known among the literati that it is an  
 insult—which well-meaning foreigners anxious  
 to display their learning frequently commit—to  
 refer to a passage anywhere in any of them  
 except by the mention of a word or two. The  
 text of all is as well known to the scholars as is  
 the passage "To be or not to be" to Shaka-  
 spearean scholars.

Macaulay once boasted that if Milton and  
 Virgil and Homer were destroyed, the poets  
 could be taken down verbatim again from his  
 dictation. About a thousand years ago such a  
 necessity arose in China. A great Emperor  
 ordered the classics and commentaries to be  
 utterly destroyed. Those who clung to their  
 books more than to their lives were executed,  
 and their books burned. The catastrophe was  
 well-nigh complete. The next Emperor, how-  
 ever, favoured the learning of the literati and  
 himself ordered the texts restored from the  
 memories of the learned. The catalogue of  
 classic books includes more than thirty-two  
 hundred titles in many thousands of volumes,  
 and of these a very great many have been pre-  
 served to posterity solely by the memories of  
 those old men.

MEMORISING FROM THE BIBLE.  
 To-day the Bible is the best memorised book in  
 the world, and no doubt it could be entirely  
 reconstructed from the minds of its students.  
 One young woman alone could dictate the New  
 Testament. She is Miss Letta May Williams of  
 North Carolina, now twenty years old. Early  
 in March, 1905, the Rev. J. A. Brendell, pastor  
 of the local Baptist church, offered two Bibles  
 as prizes for memorising verses of Scripture.  
 The first was for those under twelve years old,  
 and the second for those over that age.

On the day of the award Miss Williams had  
 committed and recited to the committee 12,235  
 verses of scripture, covering the entire New  
 Testament excepting the two genealogies of  
 Jesus in the first chapter of Matthew and the  
 third chapter of Luke, and including liberal  
 selections from Genesis, Psalms, Ecclesiastes,  
 and other parts of the Old Testament. The  
 New Testament itself contains 7,959 verses and  
 190,000 words. Miss Williams' sister Ella,  
 eleven years old, won the prize for the younger  
 children, reciting seven hundred and fifteen  
 verses. The winner of the first prize performed  
 her mnemonic feat in ninety days, during  
 which she had an attack of the measles. She  
 had averaged about one hundred and thirty-five  
 verses daily during her three months of study.

COLUMBUS THE PRODIGY.  
 The most frequent cases of wonderful  
 memories are found among mathematical  
 prodigies. These usually develop their remark-  
 able faculty quite young, and in later life  
 sink into very ordinary individuals. The  
 phenomenon has never been explained; but  
 there are several well attested instances of  
 genuine marvels of this kind.

Zerah Colburn was one such. At the age of  
 six he could neither write nor cipher, and yet  
 could answer, apparently by mere intuition, all  
 sorts of arithmetical questions correctly and in-  
 stantly. At eight he left the United States to  
 show in London, and there in a moment  
 answered this question correctly: "How many  
 minutes are there in 64 years?" He added the  
 number of seconds in the period immediately on  
 request. He could not explain the mental pro-  
 cess he used, and it may have been simply a  
 queer instinct. Young Colburn raised eight to  
 the sixteenth power mentally, and gave the  
 answer as 281,474,976,710,656 without any  
 hesitation whatever, and found the square root  
 of 106,929 to be 327 instantly. But he was only  
 a prodigy.

BIDDER AT HIS FIGURES.  
 George Bidder, the son of a Devonshire  
 labourer, who was born in 1806 and died a rich  
 man, died of a stroke of apoplexy, and engineer of  
 London Docks in 1878, was another wonder of  
 the same kind. When he was ten years old he  
 answered in two minutes the question: "What  
 is the interest on £4,444 for 4,444 days at 4 per  
 cent?"

At twelve on the London Stock Exchange he  
 answered this problem in one minute: "If the  
 pendulum of a clock vibrates the distance of  
 nine inches and three-quarters in a second, of  
 time, how many inches will it vibrate in the  
 course of seven years, two hours, one minute,  
 and fifty-six seconds, each year of three hundred  
 and sixty-five days, five hours, forty-eight  
 minutes, and fifty-five seconds?" Within the  
 minute the boy had answered correctly, his  
 result being 2,153,832,144; in miles, 33,993  
 miles 990 yards, two feet, and three-quarters  
 of an inch.

## 125 MILES AN HOUR.

WONDERS OF THE NEW ITALIAN  
HYDROPLANE.

The correspondent of a London paper,  
 writing from Milan last month, says:—  
 To-day 350 members of the International  
 Cotton Congress, fully one-third of whom are  
 English-speaking people, were conveyed in a  
 new and luxuriously fitted special train to Lago  
 Maggiore. After a sumptuous lunch at the  
 recently completed Regina Hotel, the party  
 were taken on a steamer trip up the lake, where  
 the marvellous capacities of the new Italian  
 hydroplanes were displayed to them. It has  
 been constructed by Signor Fagnani, a Milanese  
 engineer, whose inventions range over a period  
 of thirty years. This water-racer is able to tear  
 along at forty-five miles an hour.

It is propelled by a motor engine of only 25  
 horse-power. The machine presents the ap-  
 pearance of a torpedo, and when in a state  
 of rest lies upon the surface of the water.  
 When set in motion its seven planes, all slightly  
 inclined and each successive one of which cov-  
 erges nearer the centre, cause the water-flier  
 to rise and skim the surface. A screw propeller is  
 fixed at an inclined angle of 4 deg. at the hinder  
 part of the vessel, and always remains in the  
 water. On this occasion Signor Fagnani carried  
 four passengers. He has just finished a large-  
 size hydroplane, which can also be used at sea,  
 attaining the terrific speed of 125 miles an hour  
 in smooth waters. As soon as he has completed  
 his series of experiments with this latest im-  
 proved design, the principal features of which  
 are the substitution of the screw propeller by a  
 pair of vertical ones and use of benzine instead of  
 steam power, Signor Fagnani will turn his  
 attention to the building of a mammoth ocean-  
 going hydroplane for Transatlantic purposes,  
 capable of whirling 100 passengers between Genoa  
 and Buenos Ayres or New York.

PREMIUM  
BONDS

WE are the largest Dealers in the world in these attractive securities.  
**WHAT ARE THESE BONDS?**  
 They are high-class and absolutely safe securities, payable to bearer, issued by  
 the various Governments and Municipalities of Europe; they are redeemable in  
 periodical drawings, either with Cash Premiums varying from 240 to 260,000  
 or, at the very least, at their full nominal value.

## EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones,  
 payable by convenient Monthly Instalments ranging from 15s. to £20.  
 Write for Handbook, sent post free.

MELVILLE, GLYN &amp; Co., Bankers, 3, Rue de la Bourse, PARIS (France).

## CUSTOMS GAZETTE.

The Customs Gazette for the first quarter of  
 this year, giving the quarterly returns of trade  
 and the report on duties and duties for the period  
 from January to March, 1909, has just been  
 issued. Our copy is not yet to hand but we  
 learn from the Shanghai Mercury that as com-  
 pared with the corresponding period of last year  
 the report on dues and duties shows a con-  
 siderable increase in total collection, although it  
 was, of course, less than the last quarter of  
 the preceding year. Of the individual ports, 20  
 show increases and 15 decreases, among the  
 latter, however, being Shanghai. A great  
 falling off in the collection of opium duty and  
 iklin is mainly responsible for Shanghai's de-  
 crease. Harbin district is for the first time  
 divided into two sub-districts, Manchouli and  
 Suifenhao. The following is the report of dues  
 and duties, January-March quarter, 1909, show-  
 ing the total collection for the quarter compared  
 with the same quarter of 1908:—

Port	1909	1908
Antung	9,471,458	6,008,500
Tatungchow	230,858	
Dairen	378,216,835	155,459,266
Harbin District:—		
Manchouli	47,859,107	16,176,320
Suifenhao	118,086,307	33,229,191
Neuchang	1,594,027	6,824,510
Chinwangtao	35,922,216	28,698,262
Tientsin	336,549,966	279,698,256
Chfoo	165,088,970	115,841,977
Kiaochoo	313,325,889	232,869,498
Chungking	112,255,920	165,400,456
Ichang	13,611,628	11,505,603
Shanghai	1,161,893	1,786,895
Yokohama	21,845,847	14,821,335
Yoshida	19,887,525	35,749,901
Hankow	531,300,592	676,765,291
Kiukiang	104,570,324	126,484,579
Wuhu	228,023,200	234,169,896
Nanking	25,025,504	65,589,097
Chinkiang	293,639,766	273,921,771
Shanghai	2,169,753,845	2,200,362,072
Soochow	20,290,289	17,295,273
Hangchow	100,785,189	128,474,590
Ningpo	112,760,524	125,743,489
Wenzhou	10,025,412	8,214,912
Sentian	2,521,752	2,594,991
Foochow	184,978,272	184,052,689
Anoy	200,476,960	194,431,3







# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and Port Said.	POONA ..... Noon, 16th June	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	MALTA ..... About 16th June	Freight and Passage.
SHANGHAI	ASSAYE ..... About 24th June	Freight and Passage.
LONDON via Usual Ports	DEVANHA ..... Noon, 26th June	See Special of Call.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 14th June, 1909.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
BOHIOH and HAIPHONG	"SINGAN" .....	On 15th June, 9 A.M.
SWATOW, WEIHAUWEI, CHEFOO and TIENSIN	"KUBICHOV" .....	On 15th June, 4 P.M.
CEBU and ILOILO	"KAIFONG" .....	On 15th June, 4 P.M.
MANILA, ZAMBONGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.	"CHANGSHA" .....	On 15th June, 4 P.M.
MANILA	"TAMING" .....	On 16th June, 3 P.M.
SHANGHAI	"CHINHUA" .....	On 17th June, 4 P.M.
TSINGTAU, CHEFOO and NEWCHANG	"KWEIYANG" .....	On 19th June, 4 P.M.
SHANGHAI	"LINAN" .....	On 20th June, 4 P.M.
MANILA	"TEAN" .....	On 22nd June, 3 P.M.
SHANGHAI	"YINGCHOW" .....	On 24th June, 4 P.M.
SHANGHAI	"CHENAN" .....	On 27th June, 4 P.M.
SAMARANG and SOERABAYA	"SHANTUNG" .....	On 29th June, 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE INCLUDING WINES \$45 SINGLE and \$80 RETURN.

TELEPHONE 35.

For Freight or Passage apply to—  
HONGKONG, 15th June, 1909

BUTTERFIELD & SWIRE,  
AGENTS.

11

# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMUI via SWATOW, AMOY & FOOCHOW.	"DAIJIN MARU" .....	THURSDAY, 17th June, at 10 A.M.
* SHANGHAI via SWATOW, AMOY & FOOCHOW.	"CHOSHUN MARU" .....	TUESDAY, 22nd June, at 10 A.M.
* TAKAO via SWATOW, AMOY & ANPING.	"SOSHU MARU" .....	WEDNESDAY, 23rd June, at 10 A.M.

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships.

\* Taking Cargo on through Bills of Lading to all Yangtze and North China Ports. For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 15th June, 1909.

T. ARIMA, Manager.

13

# DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN,"	SWATOW, AMOY & FOOCHOW.	TUESDAY, 15th June, at 1 P.M.
"KAMUN,"	SWATOW	WEDNESDAY, 16th June, at 2 P.M.
"HAIYANG,"	SWATOW, AMOY & FOOCHOW.	FRIDAY, 18th June, at 2 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 15th June, 1909.

10

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
* SHANGHAI via SWATOW	"WINGSANG" .....	Tuesday, 15th June, Noon
* SINGAPORE, PENANG & CALCUTTA	"KUTSANG" .....	Wed. day, 16th June, 3 P.M.
* SAMARANG & SOERABAYA	"AMARA" .....	Wed. day, 16th June, 4 P.M.
* SANDAKAN	"MAUSANG" .....	Thursday, 17th June, 4 P.M.
* MANILA	"WAISING" .....	Friday, 18th June, Noon
* SINGAPORE, PENANG & CALCUTTA	"YUENSANG" .....	Friday, 18th June, 4 P.M.
* SHANGHAI	"KUMSANG" .....	Saturday, 19th June, Noon
* MANILA	"TUNGSHING" .....	Sunday, 20th June, 12 Night
* SHANGHAI, YOKOHAMA, KOBE & MOJI	"LOONGSANG" .....	Friday, 25th June, 4 P.M.
* SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG" .....	Saturday, 3rd July, Noon

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

\* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

\* Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usulan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., LTD.,

GENERAL MANAGERS.

Hongkong, 14th June, 1909.

16

# HAMBURG-AMERIKA LINIE

## HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	
S.S. SEGOVIA .....	22nd June
S.S. SLAVONIA .....	2nd July
S.S. C. FERD. LAETZ .....	10th July
S.S. ANDALUSIA .....	19th July
S.S. SAKONIA .....	28th July
S.S. DORTMUND .....	10th Aug.
S.S. SPEZIA .....	18th Aug.
S.S. JLLYRIA .....	28th Aug.
S.S. AMBRIA .....	31st Aug.

### HOMEWARD.

FOR HAVRE & HAMBURG:	
S.S. SENEGAMBIA .....	21st June
FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. SILVIA .....	23rd June
FOR ANTWERP, ROTTERDAM & HAMBURG:	
S.S. SITHONIA .....	1st July
FOR HAVRE & HAMBURG:	
S.S. ISTRIA .....	9th July
FOR MARSEILLES, BREMEN & HAMBURG:	
S.S. SCANDIA .....	12th July
FOR HAVRE & HAMBURG:	
S.S. BRASILIA .....	22nd July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong, 10th June, 1909. Hongkong Office. 12

# EAST ASIATIC CO., LD.

## COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.,

## ST. PETERSBURG & VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD.

## GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"SIAM" .....	Middle of June.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"NIPPON" .....	23rd June.
SHANGHAI, YOKOHAMA and KOBE	"YEDDO" .....	5th July.
HAVRE, COPENHAGEN and ST. PETERSBURG	"SIAM" .....	Middle of July.

For Further Particulars apply to

MELOCHERS &amp; CO.,

Hongkong, 11th June, 1909.

AGENTS. 6

# NIPPON YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	SADO MARU .....	6500	WEDNESDAY, 23rd June, at Daylight
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU, and YOKOHAMA.	BINGO MARU .....	6500	WEDNESDAY, 7th July, at Daylight
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE.	*SHINANO MARU .....	6590	TUESDAY, 22nd June, at 4 P.M.
BOMBAY via SINGAPORE, COLOMBO and YOKOHAMA.	*TANGO MARU .....	8000	TUESDAY, 6th July, at 4 P.M.
NAGASAKI, MOJI, KOBE and YOKOHAMA.	KUMANO MARU .....	6000	FRIDAY, 9th July, at Noon
SHANGHAI, MOJI, KOBE and YOKOHAMA.	YAWATA MARU .....	5000	FRIDAY, 6th Aug., at Noon
YOKOHAMA and KOBAYASHI via SINGAPORE, COLOMBO and YOKOHAMA.	YEBOSHI MARU .....	4500	THURSDAY, 17th June, at 5 P.M.
SHANGHAI, MOJI, KOBE and YOKOHAMA.	MISHIMA MARU .....	9000	THURSDAY, 17th June, at 5 P.M.
YOKOHAMA and KOBAYASHI via SINGAPORE, COLOMBO and YOKOHAMA.	*YETOROFU MARU .....	4500	THURSDAY, 17th June, at 5 P.M.
YOKOHAMA and KOBAYASHI via SINGAPORE, COLOMBO and YOKOHAMA.	AWA MARU .....	6500	FRIDAY, 25th June, at 5 P.M.
YOKOHAMA and KOBAYASHI via SINGAPORE, COLOMBO and YOKOHAMA.	*YAWATA MARU .....	5000	WEDNESDAY, 7th July, at Noon.

\* Omitting Shanghai.

† Cargo only.

## EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August
ATSUTA-MARU	(Capt. Wm. THOMPSON)	About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

## CHEAPEST ROUND TRIPS

BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.  
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.  
For further particulars apply to

Hongkong, 8th June, 1909.

T. KUSUMOTO,  
MANAGER.

15-93

# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 19th June, Noon.
RUBI	2540	R. W. Almond	Manila	On 26th June, Noon.

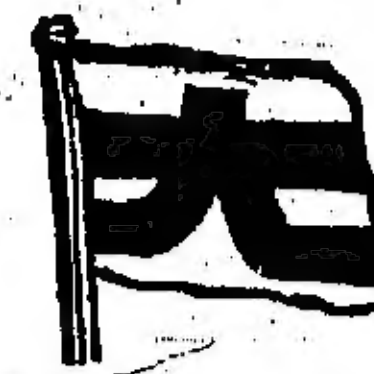
For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

Hongkong, 14th June, 1909.

14

# OSAKA SHOSEN KAISHA.



## INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND  
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading, to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN, (Intermediate Ports of Call):

Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.  
Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIDZU, SEATTLE and VICTORIA, B.C.)

(Subject to Alteration)

Newly Built Steamers	Tons (gross reg.)	Captain	Sailing Date
"TACOMA MARU"	6,178		On Saturday, 3rd July
"SEATTLE MARU"			(already launched) 4 other new sister ships to follow

The steamers have fair speed. Special up-to-date appliances for cargo working, and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection. Superior accommodation for steerage passengers situated amidships. A limited number of Cabin passengers carried at low rates. Electric lighted and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

[810]

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. MANSU MARU	5000 tons gross	Sail July 1st, at Noon.
S.S. AMERICA MARU	6000 "	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSU MARU	5000 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 5th May, 1909.

[462]

# THOS. COOK & SON,

## TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE.—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.

Head Office for the Far East:—  
16, DES VŒUX ROAD, HONGKONG.

Japan Office:  
14, WATER STREET, YOKOHAMA.

## SHIPPING IN PORT.

STEAMERS.

AMARA, British str., 1,565, Matlock, 8th June—Saigon 2nd June, Coal—Jardine, Matheson & Co.

ANHUI, British str., 1,350, J. Meathrel, 9th June—Shanghai 6th June, General—Butterfield & Swire.

ANTWERP, British str., 3,591, Hazeland, 11th June—Hankow 6th June, General—Butterfield & Swire.

BANER MARU, Japanese str., 2,368, J. Yamakura, 12th June—Moji 6th June, Coal and Sulphuric acid—Mitsui Bussan Kaisha.

BELLEPOISON, British str., 5,726, T. Bartlett, 11th June—Kobe 5th June, General—Butterfield & Swire.

BOVESON, French str., 998, Le Bail, 6th June—Saigon 2nd June, Rice—Chinese.

CHALGOSHA, British str., 1,227, E. Finlayson, 10th June—Australian ports 10th May, General—Butterfield & Swire.

CHILDAAS, Norwegian str., 1,120, W. Nielsen, 12th June—Bangkok 31st May via Hoilow 12th June, General—Order.

CHOWA, German str., 1,055, F. Schmitt, 11th June—Bangkok 3rd and Hoilow 10th June, Rice and Timber—N. D. L.

DAIJIN MARU, Japanese str., 900, F. Kaburaki, 9th June—Swatow 7th June, General—Osaka Fosen Kaisha.

FUDO MARU, Japanese str., 1,234, Gudo, 8th June—Wakamatsu 2nd June, Coal—Mitsui Bussan Kaisha.

FUKUYA MARU, Jap. str., 1,960, S. Kumawaki, 12th June—Moji 6th June, Coal—Mitsui Bussan Kaisha.

HAITAN, British str., 1,183, J. S. Roach, 13th June—Swatow 12th June, General—Douglas, Lapraik & Co.

HENRIK ISEN, Norwegian str., 2,959, M. B. Spang, 9th June, New castle, N.S.W. 10th May, Water Ballast—Order.

ITRASKA, German str., 2,268, W. Vogeler, 10th June—Hankow 3rd June, Rails—Hamburg-Amerika Linie.

KALFONG, British str., 987, C. Lindbergh, 11th June—Manila 8th June, General—Butterfield & Swire.

KUBICHOV, British str., 1,215, G. Byers, 9th June—Tientsin and Chefoo 2nd June, General—Butterfield & Swire.

KUMSANG, British str., 2,078, E. G. Buler, 8th June—Calcutta and Singapore 2nd June, General—Jardine, Matheson & Co.

KUTSUKU, British str., 3,109, R. C. D. Bradley, 11th June—6th June, General—Jardine, Matheson & Co.

and General—Jardine, Matheson & Co.

MEIPOO, Chinese str., 1,334, L. McArthur, 12th June—Shanghai 8th June, General—C. S. N. Co.

MICHAEL JENSEN, German str., 959, J. Peterson, 9th June—Chefoo 3rd June, General—Jensen & Co.

MONGOLIA, American str., 8,750, Henry Meaton, 1st June—San Francisco 5th May, Mails & General—P. M. S. S. Co.

PARKING, British str., 2,952, G. A. Rodway, 12th June—Liverpool via Colombo and Singapore 8th May, General—Butterfield & Swire.

PONGTONG, German str., 998, H. Olden, 11th June—Bangkok 2nd June, Rice—North German Lloyd.

PROTEUS, Norwegian str., 1,024, C. Möller, 11th June—Bangkok 2nd June, Rice—Aagaard, Thorsen & Co.

SHANTUNG, British str., 1,835, Robinson, 9th June—Chinkiang 3rd June, General—Butterfield & Swire.

SHINANO MARU, Jap. str., 6,387, K. Kawara, 13th June—Shanghai 10th June, General—Nippon Yusen Kaisha.

SINGAN, British str., 1,047, F. Jamieson, 11th June—Hoilow 10th June, Pigs, Cattle and General—Butterfield & Swire.

SPIR, Norwegian str., 870, W. Horn, 2nd June—Wuhu 30th May, Rice—Thorsen & Co.

SUNATRA, German str., 520, C. Wano, 22nd May—New Guinea 30th April, General—Melchers & Co.

TAKING, British str., 1,250, A. Somerville, 4th June—Manila 1st June, General—Butterfield & Swire.

TENYO MARU, Japanese str., 7,265, 9th June—San Francisco 15th May, Mails & General—Toyo Kisen Kaisha.

TEUCER, British str., 5,805, G. W. Parkinson, 10th June—Manila 8th June, General—Butterfield & Swire.

TSINTAU, German str., 2,750, F. Binkling, 12th June—Bangkok 6th June, Rice and Salt—Butterfield & Swire.

WINGSANG, British str., 1,425, J. Smith, 6th June—Chinkiang 1st June, General—Jardine, Matheson & Co.

WONGKOT, German str., 1,115, W. Reher, 11th June—Bangkok 2nd June, Rice and Sugar—Butterfield & Swire.

SAILING VESSELS.

ALCIDES, 4-Mast Schooner, 2,963, L. Smith, May—Kobe 23rd April, General—Standard Oil Co.



